

Kentucky Gazette.

"True to his charge—he comes, the Herald of a noisy world; News from all nations, lumbering at his back."

D. BRADFORD, Editor.

LEXINGTON, THURSDAY, AUG. 21, 1837.

No. 34 Vol. 52.

PRINTED WEEKLY EVERY THURSDAY,
BY THO. T. BRADFORD,
FOR
DANL. BRADFORD.
[Publisher of the Laws of the U. States.]
PUBLISHING OFFICE, MAIN ST., A FEW DOORS BE-
LOW BRENNAN'S INN.
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TERMS OF THIS PAPER:
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Within the year 3 50
No paper will be discontinued until all arrear-
ages are paid, unless at the option of the Editor.
Letters sent by mail to the Editor, must be
post paid, or they will not be taken out of the of-
fice.

ADVERTISING.
Square, or less, 3 times weekly, \$1.50; three
months \$1; six months \$2.50, twelve months
\$5. Larger ones in proportion.

PROPOSALS.

FOR carrying the mails of the United States
from the 1st of January, 1838, (except
as herein after stated) to the 30th of Decem-
ber, 1842, on the following post routes in Kentucky,
will be received at the department, until the
10th day of October next, inclusive, to be de-
cided by the 21st day of said month.

On routes where the existing contracts have
been extended to the 30th June, 1838, the new
service (unless it be of a higher degree than
that now in operation) will be made to
commence on the 1st of July next. These ca-
ses are specially noted under their respective
numbers.

KENTUCKY.

3201. From Maysville by Washing-
ton, May's Lick, Lower Blue Lick, For-
est Hermit, Millersburg, Paris, Hills-
burg, and Mendenhall, to Lexington, 61
miles and back daily in four horse post
coaches.

Leave Maysville daily at 2 p.m., ar-
rive at Lexington next day by 1 a.m.

Leave Lexington daily at 2 a.m., arrive
at Maysville same day by 1 p.m.

3202. From Lexington by Midway
to Frankfort, 28 miles and back daily in
rail road cars.

Leave Lexington daily at 6 a.m., ar-
rive at Frankfort same day by 10 a.m.

Leave Frankfort daily at 6 a.m., ar-
rive at Lexington same day by 10 a.m.

3203. From Frankfort by Harrods-
ville, Clay Village, Shelbyville, Simp-
sonville, Long Run, and Middletown to
Louisville, 53 miles and back daily in
four horse post coaches.

Leave Frankfort daily at 11 a.m., ar-
rive at Louisville same day by 10 p.m.

Leave Louisville daily at 8 a.m., arrive
at Frankfort same day by 6 p.m.

3204. From Frankfort by Versailles
to Lexington, 34 miles and back three
times a week in stages.

Leave Frankfort every Tuesday,
Thursday, and Saturday at 6 a.m., arrive
at Lexington next day by 1 a.m.

Leave Lexington every Monday, Wed-
nesday, and Friday at 4 a.m., arrive at
Frankfort same days by 10 a.m.

Proposals will also be received for
the transportation of the mail on this route
daily in stages.

3205. From Frankfort by Great Cross-
ings, Georgetown, Newtown, and Cen-
treville to Paris, 35 miles and back three
times a week in stages.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 6 a.m., arrive at
Georgetown same days by 10 a.m., and
at Paris same days by 2 p.m.

Leave Paris every Tuesday, Thurs-
day, and Saturday at 6 a.m., arrive at
Georgetown same days by 10 a.m., and
at Frankfort by 2 p.m.

3206. From Frankfort by Lawrence-
burg and Salvisa to Harrodsburg, 31
miles and back three times a week in
four horse post coaches.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
Harrodsburg same days by 12 m.

Leave Harrodsburg every Tuesday,
Thursday, and Saturday at 12 m., arrive
at Frankfort same days by 8 p.m.

3207. From Frankfort by Elk Horn,
Cedar Creek, and Sugar Creek to Owen-
ton, 23 miles and back once a week.

Leave Frankfort every Friday at 7 a.
m., arrive at Owenton same day by 4 p.
m.

Leave Owenton every Thursday at 7
a.m., arrive at Frankfort same day by 4
p.m.

3208. From Frankfort by Lipita,
Pleasureville, New Castle, Bonanza,
Bellevue, Corn Creek, and Milton to Mid-
dletown, 53 miles and back, three
times a week in stages.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 4 a.m., arrive at
New Castle same days by 12 m., and
at Middletown by 8 p.m.

Leave Middletown every Tuesday, Thurs-
day, and Saturday at 12 m., arrive
at Frankfort same days by 8 p.m.

3209. From Frankfort by Elk Horn,
Cedar Creek, and Sugar Creek to Owen-
ton, 23 miles and back once a week.

Leave Frankfort every Friday at 7 a.
m., arrive at Owenton same day by 4 p.
m.

Leave Owenton every Thursday at 7
a.m., arrive at Frankfort same day by 4
p.m.

3210. From Lexington by Nicholas-
ville, Shawnee Run, Harrodsburg, Per-
rysville, Lebanon, Haysville, Alton,
Cynthiana, Greengrass, Monroe, and
Blue Spring Grove to Glasgow, 124 miles
and back, three times a week in four-
horse post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
Glasgow same days by 12 m., and at
Lexington next day by 9 p.m.

Leave Glasgow every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
Lexington next day by 11 a.m., and
at Glasgow by 8 p.m.

3211. From Lexington by Nicholas-
ville, Shawnee Run, Harrodsburg, Per-
rysville, Lebanon, Haysville, Alton,
Cynthiana, Greengrass, Monroe, and
Blue Spring Grove to Glasgow, 124 miles
and back, three times a week in four-
horse post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
Glasgow same days by 12 m., and at
Lexington next day by 9 p.m.

Leave Glasgow every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
Lexington next day by 11 a.m., and
at Glasgow by 8 p.m.

3212. From Lexington by Danville,
Georgetown, Big Eagle, Wilmore, Dry
Ridge, Centerville, Gains' Cross
Roads, New Lancaster, Florence, Dry
Creek, and Covington to Cincinnati, 84
miles and back daily in four horse
post coaches.

Leave Lexington daily at 10 a.m., ar-
rive at Cincinnati next day by 5 a.m.

Leave Cincinnati daily at 7 a.m., ar-
rive at Lexington next day by 11 a.m.

3213. From Lexington by Nicholas-
ville, Burn Tavern, Lancaster, Stan-
ford, Walnut Flat, Crab Orchard, Mount
Vernon, London, Lynn Camp, Barlowville,
Cumberland Ford, Cumberland Gap,
Fann, Tazewell, Seamore, and Thorn
Hill to Bann's Station, 155 miles and
back three times a week in four horse
post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
London next days by 9 a.m., and at Ban-
n's station Wednesday, Friday, and Sunday
by 8 p.m.

Leave Bann's Station every Monday,
Wednesday, and Friday at 3 a.m., arrive
at London next days by 9 a.m., and at
Lexington Wednesday, Friday, and Sunday
by 10 p.m.

3214. From Lexington by Athens (Fox-
town) and Richmond to London, 73 miles
and back three times a week in four-
horse post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a.m., arrive at
London same days by 10 p.m.

3215. From Lexington by Centerville
and Blandwell to Cynthiana, 27 miles
and back once a week.

Leave Lexington every Monday at 7
a.m., arrive at Cynthiana same day by 4
p.m.

Leave Cynthiana every Tuesday at 7
a.m., arrive at Lexington same day by 4
p.m.

3216. From Lexington by Marion,
Leesburgh, and Broadwell to Cynthiana,
20 miles and back three times a week
in stages.

Leave Lexington every Monday,
Wednesday, and Friday at 5 a.m., arrive
at Cynthiana same days by 11 a.m.

Leave Cynthiana every Monday, Wed-
nesday, and Friday at 1 p.m., arrive at
Lexington same days by 7 p.m.

3217. From Georgetown by Marion,
Leesburgh, and Broadwell to Cynthiana,
20 miles and back three times a week
in stages.

Leave Georgetown every Monday,
Wednesday, and Friday at 5 a.m., arrive
at Cynthiana same days by 11 a.m.

Leave Cynthiana every Monday, Wed-
nesday, and Friday at 1 p.m., arrive at
Georgetown same days by 7 p.m.

3218. From Georgetown by Great Cross-
ings, Stamping Ground, Owens, Long
Lick, Hyndman's, Owenton, New Liberty,
Big Lick, Beech Park, and Warsaw to
Ghent, 57 miles and back once a week.

Leave Georgetown every Friday at 11
a.m., arrive at Ghent next day by 7
p.m.

Leave Ghent every Sunday at 5 a.m.,
arrive at Georgetown next day by 1 p.m.

3219. From Paris by North Middle-
town, Flat Rock, Sharpshurg, and Big
Eagle to Owensville, 35 miles and back
twice a week.

Leave Paris every Wednesday and
Saturday at 6 a.m., arrive at Owensville
same days by 5 p.m.

Leave Owensville every Tuesday and
Friday at 6 a.m., arrive at Paris same
days by 5 p.m.

3220. From Mount Sterling by Peeled
Oak, Olympian Springs, Gilt's Mill, Mor-
gan, West Liberty, and Burn Springs to
Prestonburg, 89 miles and back once a
week, to return by Burning Springs and
Hazel Green to Mount Sterling.

Leave Mount Sterling every Monday
at 3 p.m., arrive at Prestonburg every
Wednesday by 6 p.m.

Leave Prestonburg every Thursday at
5 a.m., arrive at Mount Sterling every
Saturday by 8 a.m.

3221. From Mount Sterling by Red
River Iron Works, Irvine, Crawford,
Trick Salt Works, and Grapevine, to Per-
ry C. H., 103 miles and back once a
week.

Leave Mount Sterling every Friday
at 3 p.m., arrive at Perry C. H. every
Monday by 6 p.m.

Leave Perry C. H. every Tuesday at
6 a.m., arrive at Mount Sterling every
Friday by 8 a.m.

3222. From Mount Sterling by Aaron's
Run to North Middletown, 12 miles and
back once a week.

Leave Mount Sterling every Saturday
at 9 a.m., arrive at North Middletown
same day by 1 p.m.

Leave North Middletown every Satur-
day at 2 p.m., arrive at Mount Sterling
same day by 6 p.m.

Service is to commence on the 1st Ju-
ly, 1838.

3223. From Owensville by Rice's
Creek, Bonds, Licking, Triplett, Little
Sandy, Logan, and Clinton Furnace to
Cynthiana, 77 miles and back once a
week.

Leave Owensville every Friday at 6
a.m., arrive at Cynthiana next day by 5
p.m.

Leave Cynthiana every Wednesday at
6 a.m., arrive at Owensville next day
by 5 p.m.

3224. From Owensville by State
Sherburne's Mills, Hillsboro', Poplar
Plains, Fenningsburg, Mount Carmel,
Mill Creek, and North Fork, to Washing-
ton, 49 miles and back three times a week;
also, from Sherburne's Mills by Martha's
Mills, to Flemingsburg, 22 miles and
back three times a week.

Leave Owensville every Monday,
Wednesday, and Friday at 5 a.m., arrive
at Washington same days by 8 p.m.

Leave Washington every Tuesday,
Thursday, and Saturday at 5 a.m., arrive
at Owensville same days by 8 p.m.

Leave Sherburne's Mills every Mon-
day, Wednesday, and Friday, after the
arrival of the mail from Washington, in
time to connect with the mail for Wash-
ington, say by 1 p.m.

Leave Flemingsburg every Tuesday,
Thursday, and Saturday, after the arrival
of the mail from Washington, say at 10
a.m., arrive at Sherburne's Mills same
days in time to connect with the mail for
Owensville, say by 4 p.m.

3225. From West Liberty by Blaine
to Louisa, 50 miles and back once a week.

Leave West Liberty every Friday at
1 p.m., arrive at Louisa next day by 6
p.m.

Leave Louisa every Thursday at 6 a.
m., arrive at West Liberty next day by 12
noon.

Service is to commence on the 1st Ju-
ly, 1838.

3226. From Prestonburg by Martin-
dale to Perry C. H., 50 miles and back
once a week.

Leave Prestonburg every Thursday at
1 p.m., arrive at Perry C. H. next day by
6 p.m.

Leave Perry C. H. every Wednesday
at 6 a.m., arrive at Prestonburg next day
by 12 noon.

3227. From Piketon to Clifton, Va.,
75 miles and back once a week.

Leave Piketon every Friday at 10 a.
m., arrive at Clifton next day by 10 p.m.

Leave Clifton every Monday at 6 a.m.,
arrive at Piketon next day by 6 p.m.

3228. From Catlettsburg by Canter-
bury, Louisa, George Creek, Paint Creek,
Prestonburg, and Lanesville, to Piketon,
94 miles and back once a week.

Leave Catlettsburg every Wednesday
at 6 a.m., arrive at Prestonburg next day
by 5 p.m., and at Piketon every Friday
by 10 a.m.

Leave Piketon every Friday at 12
noon, arrive at Prestonburg same day
by 6 p.m., and at Catlettsburg every Sun-
day by 5 p.m.

3229. From Catlettsburg by Amrads,
Greenup C. H., Tiger's Creek, Kinico-
rick, Rockport, Vanceburg, Carlsburg,
Poplar Flat, Cabin Creek, and Williams-
burg, to Maysville, 85 miles and back
once a week.

Leave Catlettsburg every Tuesday at
5 a.m., arrive at Maysville next day by
8 p.m.

Leave Maysville every Thursday at
5 a.m., arrive at Catlettsburg next day
by 8 p.m.

3230. From Little Sandy by Oldtown,
Trimble's Iron Works, and Greenup C.
H., to French Grant, Ohio, 25 miles and
back once a week.

Leave Little Sandy every Wednesday
at 6 a.m., arrive at French Grant same
day by 5 p.m.

Leave French Grant every Wednesday
at 4 p.m., arrive at Little Sandy next
day by 10 a.m.

3231. From Poplar Flat to Concord, 6
miles and back, once a week.

Leave Poplar Flat every Wednesday
at 8 a.m., arrive at Concord same day by
10 a.m.

Leave Concord every Wednesday at
11 a.m., arrive at Poplar Flat same day
by 1 p.m.

3232. From Maysville by Dover, Min-
erva, Germantown, Power's & Roads,
Falmouth, Goosey Creek, and Fishburg,
to Gaines' Roads, 69 miles and back,
twice a week.

Leave Maysville every Sunday and
Tuesday at 5 a.m., arrive at Gaines' Roads
next days by 6 p.m.

Leave Gaines' Roads every Wed-
nesday and Friday at 5 a.m., arrive at
Maysville next days by 6 p.m.

3233. From Cynthiana by Claysville,
Kontontown, Shannon, and Murphysville
to Washington, 40 miles and back once
a week.

Leave Cynthiana every Tuesday at 9
a.m., arrive at Washington next day by 8
a.m.

Leave Washington every Monday at 6
a.m., arrive at Cynthiana next day by 7
a.m.

3234. From Cynthiana by Forest Re-
treat, Carlisle, Moorefield, and Carter's
Store, to Sharpshurg, and back three
times a week between Cynthiana and
Carlisle, 18 miles, and once a week be-
tween Carlisle and Sharpshurg, 12 miles.

Leave Cynthiana every Tuesday,
Thursday, and Saturday, at 9 a.m., arrive
at Carlisle same days by 1 p.m.

Leave Carlisle every Tuesday, Thurs-
day, and Saturday, at 4 a.m., arrive at
Cynthiana same days by 8 a.m.

Leave Carlisle every Thursday at 2
p.m., arrive at Sharpshurg same day by
6 p.m.

Leave Sharpshurg every Friday at 9
a.m., arrive at Carlisle same day by 1 p.
m.

3235. From Cynthiana by Travellers'
Rest, Falmouth, Flour Creek, Grant's
Lick, Alexandria, Cold Spring, and New-
port to Cincinnati, Ohio, 61 miles and
back three times a week.

Leave Cynthiana every Monday, Wed-
nesday, and Friday at 12 noon, arrive at
Cincinnati next days by 5 p.m.

Leave Cincinnati every Sunday, Tues-
day, and Thursday, at 6 a.m., arrive at
Cynthiana next days by 11 a.m.

3236. From Cynthiana by Colemans-
ville to Williamstown, 23 miles and back
once a week.

Leave Cynthiana every Saturday at
12 noon, arrive at Williamstown every
Friday at 4 a.m., arrive at Cynthiana next
day by 12 noon.

3237. From Cynthiana by Ruddle's
Mills, Paris, Clintonville, Winchester,
and Boonesboro' to Richmond, 53 miles
and back once a week.

Leave Cynthiana every Thursday at
8 a.m., arrive at Richmond next day by 2
p.m.

Leave Richmond every Saturday at 6
a.m., arrive at Cynthiana next day by 12
noon.

3238. From Claysville by Milford, and
Powersville to Augusta, 24 miles and
back once a week.

Leave Claysville every Wednesday at
3 a.m., arrive at Augusta same day by 1
p.m.

Leave Augusta every Thursday at 8
a.m., arrive at Claysville same day by 1
p.m.

3239. From Falmouth to Neville, O.,
12 miles and back once a week.

Leave Falmouth every Wednesday at
1 a.m., arrive at Neville same day by 10
a.m.

Leave Neville every Wednesday at 11
a.m., arrive at Falmouth same day by 3
p.m.

Service is to commence on the 1st Ju-
ly, 1838.

3240. From Gaines' Cross Roads by
Verona, South Fork, Big Bone, Comer's,
Castlemans, New Liberty, New Castle,
Ballardsville, and Floydshurg, to Mid-
dletown, 80 miles and back once a week.

Leave Gaines' Cross Roads every
Thursday at 1 p.m., arrive at Middletown
every Saturday by 5 p.m.

Leave Middletown every Sunday at 6
a.m., arrive at Gaines' Cross Roads every
Tuesday by 11 a.m.

3241. From Barry by Visalia, Alexan-
dria, Carthage, and Flag Springs, to
Point Pleasant, 23 miles and back once a
week.

Leave Alexandria every Wednesday at
10 a.m., arrive at Point Pleasant same
day by 2 p.m., and return to Alexandria
same day by 6 p.m.

Leave Alexandria every Thursday at
10 a.m., arrive at Barry same day by 2
p.m., and return to Alexandria same day
by 6 p.m.

3242. From New Port by Cincinnati,
Ohio, and Covington, Ky., to Newport,
equal to 3 miles daily.

Leave New Port daily at 7 a.m., ar-
rive at Newport same day by 9 a.m.

3243. From Cincinnati, O., by Rising
Sun, Ia., Ghent, Ky., Vevay, Ia., and
Madison, to Louisville, Ky., 132 miles
in steamboats; the mail to be delivered
daily at Cincinnati, Madison, and Louis-
ville, and every other day at Rising Sun,
Ghent, and Vevay.

Leave Cincinnati daily at 10 a.m., ar-
rive at Louisville next day by 7 a.m.

Leave Louisville daily at 10 a.m., ar-
rive at Cincinnati next day by 7 a.m.

3244. From Cincinnati, O., by Flo-
rence, Ky., and Burlington, to Laurence-
burgh, Ia., 30 miles and back three times
a week in stages.

Leave Cincinnati every Monday Wed-
nesday, and Friday at 6 a.m., arrive at
Laurenceburgh same days by 5 p.m.

Leave Laurenceburgh every Tuesday,
Thursday, and Saturday at 6 a.m., ar-
rive at Cincinnati same days by 5 p.m.

3245. From Covington by Barry and

back three times a week; and from Louis-
ville, by Shepherdsville and Cave Spring,
to Bardstown, 39 miles and back three
times a week; also from Bardstown, by
Fredericktown, Springfield, and Mack-
ville, to Harrodsburg, 43 miles and back
three times a week—all in four horse post
coaches; and from Springfield to Leban-
on, 9 miles and back three times a week
in stages.

Leave Louisville (via Jeffersonson, &c.)
every Monday, Wednesday, and
Friday at 9 a.m., arrive at Bardstown
same days by 7 p.m.

Leave Bardstown every Tuesday,
Thursday, and Saturday at 7 a.m., arrive
at Louisville same days by 5 p.m.

Leave Louisville (via Shepherdsville, &c.)
every Tuesday, Thursday, and Satur-
day at 9 a.m., arrive at Bardstown same
days by 7 p.m.

Leave Bardstown every Monday, Wed-
nesday, and Friday at 7 a.m., arrive at
Louisville same days by 5 p.m.

Leave Bardstown every Monday, Wed-
nesday, and Friday at 7 a.m., arrive at
Harrodsburg same days by 6 p.m.

Leave Harrodsburg every Tuesday,
Thursday, and Saturday at 6 a.m., arrive
at Bardstown same days by 5 p.m.

Leave Springfield every Monday,
Wednesday, and Friday, at 1 p.m., arrive
at Lebanon same days by 4 p.m.

Leave Lebanon every Tuesday, Thurs-
day, and Saturday at 6 a.m., arrive at
Springfield same days by 9 a.m.

Service is to commence on the 1st Ju-
ly, 1838.

3257. From Louisville by West Point,
Plain Dealing, Brandenburg, Hardins-
burg, Cloverport, Hawsville, Yelvington,
Owensboro', Richland, Henderson,
Smith's Mills, Morganfield, Mount Zi-
on, and Raleigh to Shawneetown, Illinois,
177 miles and back three times a week
in four horse post coaches.

Leave Louisville every Monday, Wed-
nesday, and Friday at 9 a.m., arrive at
Shawneetown every Thursday, Saturday,
and Monday by 1 p.m.

Leave Shawneetown every Thursday,
Saturday, and Monday at 2 p.m., arrive
at Louisville every Sunday, Tuesday,
and Thursday by 7 p.m.

Service is to commence on the 1st Ju-
ly, 1838.

3258. From Harrodsburg by Danville,
Stanford and Waynesburg to Somerset,
(52 miles) and back three times a week
in stages, between Harrodsburg and
Stanford, 21 miles and back once a week
in horse between Stanford and Somers-
et (34 miles).

Leave Harrodsburg every Monday,
Wednesday, and Friday at 1 p.m., arrive
at Stanford same days by 7 p.m.

Leave Stanford every Tuesday, Thurs-
day, and Saturday at 5 a.m., arrive at
Harrodsburg same days by 11 a.m.

Leave Stanford every Thursday at 5 a.
m., arrive at Somerset same day by 5
p.m.

Leave Somerset every Friday at 6 a.
m., arrive at Stanford same day by 6
p.m.

3259. From Danville by Lancaster,
Kennedy's, Point Lick, and Sugar Creek,
to Richmond, 35 miles and back twice a
week in stages; one of the weekly trips
to be performed via Kennedy's and one
by way of Point Lick.

Leave Danville every Tuesday and
Saturday at 10 a.m., arrive at Richmond
same days by 8 p.m.

Leave Richmond every Thursday and
Sunday at 6 a.m., arrive at Danville same
days by 5 p.m.

3260. From Danville by Hutsonville,
Middlebury, Liberty, Adams' Mill, Som-
erset, Cho, Mill Springs, Monticello,
Horse Shoe Bottom and Jamestown, to
Columbia, 118 miles and back twice a
week between Somerset and Monticello,
(25 miles) and once a week the remain-
der of the route.

L A X I N G T O N .

THURSDAY, AUGUST 24, 1837.

We promised in our extra of Monday last, to give to-day the Canadian Declaration, but the proceedings we published on that day with regard to the present unsettled state of that country, were on the opposite side of the sheet, the copy was divided between the hands on that occasion, a note of which has since been lost or misplaced, so that it is out of our power at present to comply. We hope this will be a sufficient apology for our non-performance of that promise.

We invite attention to the extract from a letter from our lamented philanthropic friend Gen. La Fayette. His own character and that of his illustrious chief are given with great brevity and correctness.

The friends of our fellow citizen Gen. McAFEE, will be pleased to learn his safe arrival in the United States, after an absence of about four years, as Minister to Bogota.

Execution.—Thompson and Jones, who were convicted for the murder of Mr. Thomas, Exchange Broker, Louisville, have been sentenced to be executed in that city on the first of September.

A coroner's inquest was held on the bodies of those killed by the concussion of the Railroad cars, and the verdict rendered, that they came to their death "by the willful mismanagement and gross negligence of the captain and engineer of the lumber train." Some exemplary punishment for such conduct is loudly demanded.

Col. Johnson, Vice President, passed through this city on Monday last, on his way to Washington. Mr. Clay, Mr. Crittenden, and Mr. Hawes left the same day and the day following.

The Editors of the Louisville Journal would do well to read the Gazette for themselves, and not rely upon the Lexington Intelligencer for Gazette statements. It might save them some trouble.

Another Steamboat Disaster.—The St. Louis Bulletin of the 19th, notices the collapsing of a steamer on the 19th, on her passage to Galena, about 40 miles below Rock Island, by which 27 persons were killed and wounded. All deck passengers except four boat hands were killed. The article is headed "Twenty-five lives lost."

L A T E R F R O M F R A N C E .

The ship New Jersey, at Boston, left Liverpool on the 10th July. There is no change in the markets, and no political news of moment. The Augsburg Gazette states that the Court of Vienna is about to send a minister to this country, and that Baron Marshall, who has lately represented that Court at Brazil as envoy extraordinary and minister plenipotentiary, will go to Washington in the same capacity.

B A L T I M O R E .

Specie is beginning to find its way from the West to the Atlantic cities. The Pittsburgh Advertiser states that \$150,000 had recently been received at the branch bank in that place, on account of the U. S. Bank at Philadelphia. Western merchants are also occasionally passing through Pittsburgh, with kegs and boxes of specie, destined for the payment of their debts in the eastern cities.—B

New Granada.—The Pennsylvania states that Gen. McAffee, Charge d'Affaires to New Granada, has arrived at Philadelphia from Bogota, which place he left on the 20th June, at which time peace and tranquility prevailed in that Republic.

It is also stated that he has obtained an appropriation from the Congress of that country, for their portion of Colombian claims, settled in 1829, due to some of the citizens of this country.

The Convention with Venezuela, as to the settlement of the frontier claims, as well as for the payment of the foreign and domestic debt, has also been ratified by the Congress of the three Republics: Venezuela, New Granada and the Equator, into which the Republic was divided, and it is expected Commissioners will meet in the month of December next, when all claims will be heard and adjusted. Funds are also provided to pay the interest on the five and three per cent bonds.—B

The packet ship Burgundy, at New York from Havre, brings Paris papers to the 6th July inclusive.

It is mentioned that the celebrated Charles Dupin was quite ill—so much so as to give great uneasiness to his family and friends. The Duke of Orleans was also ill.

The Paris papers were busy in discussing the question whether Marshal Clusel had accepted the command of the Spanish forces in the Peninsula. The prevalent opinion was, that he had. He had an audience with the King on the 5th; a circumstance, says a Paris correspondent, which is calculated to awaken public attention. The Marshal, says the same writer, still feels it a duty to maintain silence relative to the negotiations of which the papers speak. His house is the constant resort of military men.

M. Lemaissier, one of the wealthiest merchants of Caen, committed suicide on the 1st of July.

The manufacturing towns experience yet no relief. Most of the workmen are idle, and the warehouses are encumbered with goods for which there is no demand.

The dissolution of the French Chambers it was believed would take place August 10. The Constituent Assembly it is said will actually be undertaken. The Duke of Orleans is to command in person, and has already sent to Bonn some of his artillery staff.

Advices from Naples to the 24th June, state that since the 22d there had been no less than 1200 new cases of cholera. Among the victims was Joseph Rogers, Esq., principal of the respectable house of Rogers & Brothers, at Marseille.

The treaty with Abdel-Kader was ratified June 14th. Little faith is placed in the Emir.

The French Exploring Expedition consisting of the Astrolabe and Zelig, under M. Dumont d'Urville, was to sail August 15th. We are afraid they'll get to the South Pole before we are.

Such was the anxiety to go in the French expedition, that a son of a colonel of the army enlisted as a common sailor.

Paris, July 6.

The following Telegrams despatches have been received by the Government:—
"5th July, noon.—The passage of the Ebro by the Carlists on the 25th and 26th, has been confirmed. Carlist battalions also arrived in the Carlist lines on the 27th."

F A T A L R A I L - R O A D A C C I D E N T .

Passengers in the steamer "Intelligence" of Saturday from Norfolk bring a melancholy account of a most melancholy accident which occurred on the Portsmouth and Roanoke Railroad on Friday morning last. The particulars of the accident are as follows:—A company, consisting of about 150 ladies and gentlemen, from the counties of Essex, Wight, Hampshire and Southampton, on the way down the Rail road on Thursday, the 10th, with the view of visiting Portsmouth, Norfolk, Fortress Monroe, and returning the next day—on their return, at the time and place above mentioned, they met a locomotive and train of burden cars, and horrible to relate, the two ran against each other while going at the rate of ten or twelve miles an hour.

Three young ladies sitting together in the front seat of the second car, were killed, neither living longer than fifteen minutes: another lady, an infant and a negro girl were so much injured, that they died before 3 o'clock, and ten or fifteen ladies and gentlemen besides, sustained injury of one kind or other, very likely to prove fatal to four or five of them. The confusion attending an accident where so many were present, and the mangled corpses laid out on the side of the road, the moans of the wounded and weeping and waiting of relatives, presented a spectacle which defies description. Every possible attention was paid the sufferers by the physicians and hospitable citizens of Suffolk, but the situation where it happened and the excessive heat of the day, added greatly to the intensity of their sufferings.

The names of those killed immediately were Miss McClary, Miss Ely, and Miss Roberts. The three that died afterwards were Miss Holland, an infant name not known, and a female negro slave 8 years old. Those injured seriously are Mr. Wiley Watkins, two Messrs. Holland, Mrs. Ely, Miss McClary, Mrs. Holland, Mr. Phelps and others, names not known.

L A F A Y E T T E I N A M E R I C A .

The following, says the Baltimore Republican of the 2d inst., contains Gen. Lafayette's account of his own position and feelings during his first campaign in America:

"After having wearied you with public affairs, you must not expect to escape without being wearied also with my private affairs. It is impossible to be more agreeably situated than I am in a foreign country. I have every feeling of pleasure to express, and I have every day more reason to be satisfied with the conduct of the Congress towards me, although my military occupations have allowed me to become personally acquainted with but few of its members. Those I do know have especially honored me with marks of kindness. The new President, Mr. Lawrence, one of the most respectable men of America, is my particular friend. As to the Army, I have had the happiness of obtaining the friendship of every individual; not one opportunity is lost of giving me proofs of it. I passed the whole summer without accepting a division, which you know had been my previous intention; I passed all that time at General Washington's house, where I felt as if I were with a friend of twenty years standing. Since my return from Jersey, he has desired me to choose, amongst several brigades, the division which may please me best; but I have chosen one entirely composed of Virginians. It is weak in point of numbers at present, just in proportion, however, to the weakness of the whole Army, and almost in a state of nakedness; but I am promised cloth, of which I shall make good use, and recruits, of which soldiers must be made, about the same period; but, unfortunately, the last is the most difficult task, even for more skillful men than me. The task that I am performing here, if I had acquired sufficient experience to perform it well, would improve exceedingly my future knowledge. The major-general replaces the lieutenant-general, and the field-marshal, in their most important positions, and I should have the power of employing to advantage, both my talents and experience, if Providence and my extreme youth allowed me to boast of possessing either. I read, I study, I examine, I listen, I reflect, and the result of all is the endeavor at forming an opinion, into which I infuse as much common sense as possible.

I will not talk much, for fear of saying foolish things; I will still less risk acting much, for fear of doing foolish things; for I am not disposed to abuse the confidence which the Americans have kindly placed in me. Such is the plan of conduct which I have followed until now, and I shall continue to follow; but when some ideas occur to me which I believe may become useful when properly rectified, I have enough to say that he is pleased with them. On the other hand, when my heart tells me that a favorable opportunity offers, I cannot refuse myself the pleasure of participating in the peril, but I do not think that the vanity of success ought to make us risk the safety of an army, or any portion of it, which may not be formed or calculated for the offensive. If I could make an axiom, with the exception of the foolish thing, I should venture to add that, whatever may be our force, we must content ourselves with a completely defensive plan, with the exception, however, of the moment when we may be forced in action, because I think I have perceived that the English troops are more astonished by a brisk attack than by a firm resistance."

C H O L E R A A T M E C C A .

The Cholera has reappeared in the holy city of the Mohammedans, and committed great ravages. It is stated that a tenth part of the pilgrims had died, and that two Egyptian regiments had been completely wiped out. In consequence of this painful intelligence, Mehemet Ali had given orders to prohibit pilgrims from returning by the usual route through Egypt.

Excerpt.—Alexandria dates to the 25th of April state the new cases of Cholera continued to occur there, chiefly, however among the workmen in the arsenal, or on board the ships of war. There was a great scarcity of provisions at Alexandria, and the poor were on the borders of starvation. The prospects for the coming grain harvest were bad, partly in consequence of drought and Sirocco winds, but more on account of orders given by the Pacha for the general cultivation of cotton, in the hope of augmenting his revenue, though at the hazard of the people starving.

He has however been punished for his barbarous capriciousness, his cotton mostly remains on hand. At first he could hardly bring his hand to sell at 19 cents per quintal; and now he has more than 200,000 quintals on hand, which would scarcely bring 10 to 12 talari. This state of things in regard to cotton has produced a severe pressure upon the Treasury; so much so that the army, navy, and workmen are unpaid. In the mean time they are becoming dissatisfied with the delay.—In the hope of providing at least a temporary relief, Mehemet Ali has given orders for the establishment of a Bank of Discount at Cairo, with a capital of 1,500,000 talari.

M R . A D A M S ' S O P I N I O N .

The Boston Daily Advocate of the 29th ult. contains a correspondence between Mr. Adams, William Foster and John Q. Adams. Mr. Foster requested Mr. Adams to favor the public with his views on the appropriate policy of the government in relation to the revenue.

Mr. Adams replies as follows:

Quincy, 1st July, 1837.

William Foster, Esq. My friend, the 21st, has perhaps reached you too long already; my opinions respecting the present condition of our public affairs, in answer to inquiries from some of my constituents of the 11th Congressional District, which have since been published and which I presume are as explicit as you may think they ought to be at this time, and which will pass for what they are worth in this community.

I still believe it the duty of every good citizen to contribute, according to his ability, toward the forming and modifying of public opinion, because she is more than ever the queen of the world; but for the regulating of my own conduct, a long and trying experience has taught me two lessons, which I do not always acquire by my conduct. The first is to distrust the correctness of my own opinions upon every thing prospective and conjectural. The

second, never to flatter myself that my opinions will have any influence upon the action of any other human being.

Thus, in the present condition of our country, I have very decidedly formed my own opinion, differing, perhaps, considerably from yours; certainly differing from those of a large majority of the people of the United States. And as our views of expedient action for the future, might, in a great degree, depend upon the conclusions to which we measure upon the past, it is impossible that the measures which I should deem the only effective remedies for our country, should be acceptable to the ruling power of the country. I am, during a great part of my life have been, in a minority. It is the business of the majority to propose and accomplish measures. It is to much the practice of minorities to expend all their energies upon device to defeat the measures of the majority. The question of right to either party only for the purpose of making professions.

We are now in the midst of a national bankruptcy—occasioned by the insolvency of multitudes of individuals. We are now told that all the Banks in the U. States have suspended specie payments—and what is the suspension of specie payments but setting the laws of property at defiance? If the President and Directors of a Bank have issued a million of bills promising to pay five dollars to the holder of each and every one of them, the suspension of specie payments, by one act, the breach of one million of promises. What is this but fraud upon every holder of their bills? And what difference is there between the President and Directors of such a bank, and the skilled artist, who engraves a bank bill, for a single of the bill signed by the President and Directors, and saves them the trouble of signing it, by doing it for them? The only difference that I can see in the two operations is, that the artist gives evidence of superior skill, and superior modesty. It requires more talent, to sign another man's name than one's own; and the counterfeiter does at least his work in the dark, when the spender of specie payments brazen in the face of day and law, and at the victim and dupes, who have put faith in the promises.

You ask what I do for the remedy for this state of things. There are two remedies, both of which may be practicable. One is, that the Congress of the United States should exercise its powers to regulate the currency; but they must do this (which they will not) by consulting Banks, their Presidents and Directors. The Legislature of New York and Virginia have already shown what the Presidents and Directors of Banks will advise. And the proposals of the President of a broken bank in Charleston, South Carolina, to begin with an amendment to the Constitution, granting powers to Congress which have already been granted to them, and which they have twice exercised to the benefit of the nation, is no more than an attempt to understand and upon our misfortune.

As little do I relish his other proposal of a general convention of broken bank Presidents and Directors, to enlighten Congress with their advice;—a convention of bankrupts to reach Congress reverence for the obligation of contracts, and now to make nothing but gold and silver, which will not stand the test of all the real estate of the nation, is to be a system of the present administration, is to detach the government from the precious metals. If Mr. Van Buren is made of stuff to go through with this proposition, I wish him well out of it; but he will want other co-operators than the Legislatures of New York and Virginia; and other advisers than presidents and directors of broken banks, or land jobbers upon loans from deposit banks.

I think of this I thought of the dry dock of infidelity, anti-national system of Mr. Jefferson. It cost the nation a terrible war to be delivered of that, but the nation was effectually cured of its hydrophobia. The war was a drastic cure, but it effectually worked its cure. I fear that our present bankruptcy will need a still more violent course of alternatives, but the cure will come when it is prepared to receive it.

Forgive me for saying that the people are certainly not the remnants of my term of life. I hope you will live to witness and enjoy the convalescence.

Forgive the freedom with which I have answered your letter, and believe me to be, with great respect your friend and servant,

J. Q. ADAMS.

W E F I N D I N T H E C I N C I N N A T I G A Z E T T E .

Following list the principal officers of the Government of the United States from its commencement under the constitution until the present time. As a document for reference it may be found convenient and useful:

P R E S I D E N T S .

1789, George Washington, of Virginia.
1797, John Adams, of Massachusetts.
1801, Thomas Jefferson, of Virginia.
1809, James Madison, of Virginia.
1817, James Monroe, of Virginia.
1825, John Quincy Adams, of Mass.
1829, Andrew Jackson, of Tennessee.
1837, Martin Van Buren, of New York.

V I C E P R E S I D E N T S .

1789, John Adams, of Massachusetts.
1797, Thomas Jefferson, of Virginia.
1801, Aaron Burr, of New York.
1809, George Clinton, of New York.
1817, Elbridge Gerry, of Massachusetts.
1825, Daniel D. Tompkins, of New York.
1829, John C. Calhoun, of South Carolina.
1837, Martin Van Buren, of New York.

S E C R E T A R I E S O F S T A T E .

1789, Thomas Jefferson, of Virginia.
1794, Edmund Randolph, of Virginia.
1795, Timothy Pickens, of Pennsylvania.
1800, John Marshall, of Virginia.
1801, James Monroe, of Virginia.
1809, Robert Smith, of Maryland.
1817, James Monroe, of Virginia.
1825, John Quincy Adams, of Mass.
1829, Henry Clay, of Kentucky.
1837, Martin Van Buren, of New York.

S E C R E T A R I E S O F T R E A S U R Y .

1789, Alexander Hamilton, of New York.
1795, Samuel Dexter, of Massachusetts.
1801, Oliver Wolcott, of Connecticut.
1802, Albert Gallatin, of Pennsylvania.
1814, George W. Campbell, of Tennessee.
1817, Alexander J. Dallas, of Pennsylvania.
1825, Daniel B. Rogers, of New York.
1829, John C. Calhoun, of South Carolina.
1837, Richard M. Johnson, of Kentucky.

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1829, Henry Clay, of Kentucky.
1837, Martin Van Buren, of New York.

1831, Lewis Cass, of Ohio.

1837, John R. Poinsett, of South Carolina.
1798, George Cabot, of Massachusetts.
1798, Benjamin Stoddard, of Maryland.
1802, Robert Smith, of Maryland.
1805, Jacob Crowsinshield, of Mass.
1809, Paul Hamilton, of South Carolina.
1812, William Jones, of Pennsylvania.
1815, John Jay, of New York.
1818, Saml. Thompson, of New York.
1823, Samuel Southard, of New Jersey.
1829, John Branch, of North Carolina.
1831, Levi Woodbury, of New Hampshire.
1834, Mahlon Dickerson, of New Jersey.

P O S T M A S T E R S G E N E R A L S .

1789, Samuel Osgood, of Massachusetts.
1791, Timothy Pickens, of Pennsylvania.
1795, Joseph Habersham, of Georgia.
1800, Gideon Granger, of New York.
1814, Return J. Meigs, Jr., of Ohio.
1823, John McLane, of Ohio.
1829, William T. Barry, of Kentucky.

C H I E F J U S T I C E S O F T H E S U P R E M E C O U R T .

1789, John Jay, of New York.
1796, William Cushing, of Massachusetts.
1796, Oliver Ellsworth, of Connecticut.
1800, John Jay, of New York.
1801, John Marshall, of Virginia.
1837, Roger B. Taney, of Maryland.

A T T O R N E Y G E N E R A L S .

1789, Edmund Randolph, of Virginia.
1791, William Bradford, of Pennsylvania.
1795, Charles Lee, of Virginia.
1801, Levi Lincoln, of Massachusetts.
1805, Robert Smith, of Maryland.
1806, John Breckenridge, of Kentucky.
1807, Caesar A. Rodney, of Delaware.
1811, William Pinkney, of Maryland.
1814, Richard Rush, of Pennsylvania.
1817, William Wirt, of Virginia.
1829, John McLean, of Virginia.
1831, Roger Taney, of Maryland.
1834, Benj. F. Butler, of New York.

S T R E E T S L I S T O F D R A W I N G S O F T H E K E N T U C K Y S T A T E L O T T E R Y .

Class 31, for 1837.

56, 53, 57, 61, 3, 43, 46, 49, 45, 72, 50, 13, 6.

Lowest Prize \$5.

A. S. STREETER,

Next door to the city Library, Lexington, Ky.

[By Authority.]

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A P R O C L A M A T I O N .

Whereas, a treaty of amity and commerce between the United States of America, and his Majesty the King of Siam, was concluded and signed at the City of Siam-Yuthia, (commonly called Bangkok,) on the 20th day of March, in the year of our Lord, one thousand eight hundred and thirty-seven, and the said treaty is now in force, as follows:

"Treaty of amity and commerce between his Majesty the Magnificent King of Siam, and the United States of America:

"His Majesty the Sovereign and Magnificent King, in the City of Siam-Yuthia, has appointed the Chau Phaya Phraklang, one of the first Ministers of State, to treat with the United States of America, and the American Minister of State, to treat with the King of Siam, and the Government thereof, on its behalf, to form a treaty of sincere friendship and entire good faith between the two nations. For this purpose, the Siam and the citizens of the United States of America, shall, with sincerity, hold commercial intercourse in the ports of their respective nations as long as Heaven and Earth shall endure.

This treaty was concluded on Wednesday, the last of the fourth month of the year 1944, called the Dragon, corresponding to the twentieth day of March, in the year of our Lord 1837. On the original is written in Siam and the other in English; but as the Siam and the American, a Portuguese and a Chinese translation are annexed, and serve as a testimony to the justice of this treaty, the writing of the same, tenor and date in all the languages aforesaid: It is signed, on the one part, with the name of the Chau Phaya Phraklang, and sealed with the seal of the lotus flower, of glass; on the other part, it is signed with the name of Edmund Roberts, and sealed with a seal containing an eagle and stars.

"One copy will be kept in Siam, and another will be taken by Edmund Roberts to the United States, and the Government of the United States shall ratify the said treaty, and attach the seal of the Government, then Siam will also ratify it on its part, and attach the seal of its Government.

ARTICLE 1. There shall be a perpetual peace between the United States of America and the Magnificent King of Siam.

ARTICLE 2. The citizens of the United States shall have free liberty to enter all the ports of the Kingdom of Siam, with their cargoes, of whatever kind the said cargoes may consist; they shall have liberty to sell the same to any of the subjects of the King or others who may wish to purchase the same, or to barter the same for any produce or manufacture of the Kingdom, or other articles that may be found there. No prices shall be fixed by the officers of the King on the articles to be sold by the merchants of the United States, the merchants themselves may wish to buy, but the trade shall be free on both sides, to sell, or buy, or to exchange, on the terms and for the prices the owners may think fit. Whenever the said citizens of the United States shall be ready to depart, they shall be at liberty so to do, and the proper officers shall furnish them with passports: Provided always, That there be no legal impediment to the contrary. Nothing contained in this article shall be understood as granting permission to import and sell munitions of war, any persons excepting to the King who, if he does not require, will not be bound to purchase them; neither is permission granted to import opium, which is contraband; or to export rice, which cannot be embarked as an article of commerce. These only prohibited.

ARTICLE 3. Vessels of the U. S. entering any port within his Majesty's dominions, and selling or purchasing cargoes of merchandise, shall pay, in lieu of import and export duties, tonnage, license to trade, or any other charge whatever, a measurement duty only; as follows: The measurement shall be made from side to side, in the middle of the vessel's length; and, if a single decked vessel, on each single deck; if otherwise, on the lower deck. On every vessel selling merchandise, the sum of one thousand seven hundred Ticals, or Bats, shall be paid for every Siamese fathom in breadth, so measured; the said fathom being computed to contain seventy light English or American inches, corresponding to ninety six Siamese inches; but if the said vessel should come without merchandise, and purchase a cargo with specie only, she shall then pay the sum of fifteen hundred Ticals or Bats, for each and every fathom before described. Furthermore, neither the aforesaid measurement duty, nor any other charge whatever, shall be paid, by any vessel of the United States that enters a Siamese port for the purpose of refitting, or for refreshments, or to inquire the state of the Market.

ARTICLE 4. If hereafter the duties payable by foreign vessels be diminished in favor of any other nation, the same diminution shall be made in favor of the vessels of the United States.

ARTICLE 5. If any vessel of the United States shall suffer shipwreck on any part of the magnificent King's dominions, the persons escaping from the wreck shall be taken care of and hospitably entertained at the expense of the King, until they shall find an opportunity to be returned to their country; and the property saved from such wreck shall be carefully preserved and restored to its owners; and the United

States will repay all expenses incurred by his Majesty on account of such wreck.

ARTICLE 6. If any citizen of the United States, coming to Siam for the purpose of trade, shall contract debts to any individual of Siam, or if any individual of Siam shall contract debts to any citizen of the United States, the debtor shall be obliged to bring forward and sell all his goods to pay his debts therewith. When the product of such bona fide sale shall not suffice, he shall no longer be liable for the remainder, nor shall the creditor be able to retain him as a slave, in prison, or otherwise punish him, to compel the payment of any balance remaining due, but shall leave him at perfect liberty, coming to trade in the Kingdom of Siam, and wishing to rent houses therein, shall rent the King's factories, and pay the customary rent of the country. If the said merchants bring their goods on shore, the King's officers shall take account thereof, but shall not levy any duty thereupon.

ARTICLE 7. Merchants of the United States, coming to trade in the Kingdom of Siam, and wishing to rent houses therein, shall rent the King's factories, and pay the customary rent of the country. If the said merchants bring their goods on shore, the King's officers shall take account thereof, but shall not levy any duty thereupon.

ARTICLE 8. If any citizens of the United States, as merchants, or other property, shall be taken by pirates and brought within the dominions of the magnificent King, the persons shall be set at liberty, and the property restored to its owners.

ARTICLE 9. Merchants of the United States trading in the Kingdom of Siam, shall respect and follow the laws and customs of the country in all points.

ARTICLE 10. If hereafter any foreign nation, other than the Portuguese, shall

WESTERN CIRCUS.

COLE & CO.

THE PROPRIETORS OF THIS

Equestrian Establishment.

THEIR CIRCUS has been newly fitted

for the season, the Arena having undergone

many improvements for the purpose of intro-

ducing a GREATER VARIETY OF NEW

PERFORMANCES, which they earnestly hope

will meet the cordial approbation of a liberal

community. The performers have been select-

ed from the principal companies in America,

and are skilled in every branch of the

art, and are also provided with a

complete outfit of well-trained

HORSES will compete successfully with any

other company traveling. The audience will

be accommodated with seats on a new princi-

ple, being much more comfortable than any

other yet introduced, the whole interior of the

Circus forming a beautiful airy Amphitheatre.

The proprietors assure the public that the

entertainments are conducted in the most strict

and respectable manner, for which they hope

to receive a share of public patronage. They

have thought proper to mention the names of

the gentlemen attached to the Equestrian

Corps, several of which may be recognized,

while others make their first appearance in

the West. The following are the names:

Messrs. S. B. Haines, Jackson, Whitehead, G.

Stone, N. Turner, Stout, Whitaker, Martin, E.

Stone, Kelly, Masters James Haines and D.

Stone.

Equestrian Manager, Mr. A. Martin.

Cloven, G. Stone.

There is also a FULL BAND OF MUSIC

attached to the company.

Leader, Mr. John Snyder.

This establishment will be open for the grati-

fication of the public in Lexington on

Thursday the 31st of August, and Friday and

Saturday the 1st and 2nd of September, for two

or three days only.

Doors open at 7 performance to commence

at half past 7 o'clock. Admission—Box 50

cents—children half price—Pit 25 cents.

TRA COLE, Manager.

August 14, 1837—31—31

NORTHERN BANK OF KENTUCKY,

LEXINGTON, July 26, 1837.

NOTICE is hereby given to the Stockholders

in this Bank that an Instalment (being

the eighth) of five dollars on each share, is

required to be paid on the 5th day of November

next.

By order of the Board of Directors,

M. T. SCOTT, Cashier.

August 3, 1837.—31—31

VALUABLE AND TRIED

PATENT MEDICINES.

TRIPPE'S CONCENTRATED EXTRACT

OF SASSAPARILLA.

SUPERIOR to any other preparation of

the kind in use, and recommended by the

highest testimonials as a remedy in all Scroful-

ous, Rheumatic and Syphilitic diseases, Cutane-

ous Affections, &c.

BLOOD-PURIFIER, ELIXIR OF HEALTH.

A specific in Dyspepsia and all disorders of the

digestive organs, and a general restorative in

weak and debilitated habits, used by previous

disease of the stomach in all bowels.

NERVE AND BONE LINIMENT.

An invaluable remedy for Sprains, Bruises,

Fresh Cuts, &c.

MONFAGUE'S BALM.

A cure for the Tooth Ache, and a preventative

of decay in the teeth.

A supply of the above mentioned Medicines

kept always on hand and for sale by

S. C. TROTTER.

At his Drug Store, Cheap side, Lex. Ky.

And at the Drug Store of Geo. W. Norton,

Main street.

August 3, 1837.—31—31

Railroad Regulations.

CAR HOURS

AT LEXINGTON & FRANKFORT.

FIRST LINE.

LEAVE LEXINGTON every morning at 5

TRANSLYVANIA UNIVERSITY,

Medical Department.

THE TRUSTEES having re-organized this

Department of the Institution, by the re-

appointment of three members of the former

Faculty; the election of Dr. EBERLE, MITCHELL

and Cross, late Professor in the Medical

College of Ohio; and the creation of an Ad-

joint Professorship of Anatomy and Surgery,

the course will commence, as usual, on the

first Monday of November, with the following

Faculty:

Anatomy & Surgery, by B. W. DUDLEY, M.

D., Professor, and JAMES M. BUSH, M.

D., Adjunct Professor.

Institutes of Medicine and Medical Jurisprudence,

by JAMES C. CROSS, M. D.

Theory & Practice, by JOHN EBERLE, M. D.

Obstetrics and the Diseases of Women and Chil-

dren, by W. H. RICHARDSON, M. D.

Metier Medicine and Medical Botany, by CHAS.

W. SHORT, M. D.

Chemistry and Pharmacy, by THOMAS D.

MITCHELL, M. D.

Each of the teachers will lecture daily—Sabbath

days excepted. The fees of the entire course,

including Matriculation and the use of the La-

brary, will be \$110. The Graduation fee, \$20.

The Notes of all solvent State Banks

will be received in payment of these fees,

from Students coming from the States in

which the Banks are located.

By order of the Faculty,

JAMES C. CROSS, Dean.

Lexington, July 19, 1837—22—31

The Publishers of the following papers

are requested to insert the above to the amount

of \$5, and send the papers containing it to the

Dean, on the receipt of which the money will

be remitted, viz:

Kentucky—Lexington Journal and Advertiser,

Mayville Eagle, Ohio—Cincinnati Ga-

zette, Columbus Journal and Hemisphere, Chil-

licothe Gazette, Zineville Republican, Cleve-

land Herald, Tennessee—Nashville Whig &

Banner and Union, Memphis Enquirer, Knox-

ville Gazette, Alabama—Montevallo Advocate

SAMUEL OLDHAM,

BARBER AND HAIR DRESSER

REturns his sincere thanks to his friends

and the public generally for their past

patrons to be extended to him for the last

10 or 12 years, and as he is determined to give

his attention and exertions, as usual, to his

business, he hopes to merit and receive a continu-

ance of their favor. His DRESSING ROOM

is still at his old well known stand, on Main

Street, Lexington, just below Mr. J. W. Bess-

ey's Hotel, and nearly opposite the Lexington

Library, where he will be happy to see his old

friends and customers generally.

He would also wish to inform the public that

his

BATH-HOUSE

is in full operation for the present season—neat

and clean, and good attendance.

WARM, COLD AND SHOWER BATHS.

At all hours from 5 o'clock, A. M. to 9 P. M.

He also wishes to invite attention to sundry

articles in his line, such as

Florida and Cologne Water, and Pres-

ton's Salts. Also—Wigs, Top Pieces,

Braid Curls and Puffs; new fash-

ion Fore Pieces for elderly La-

diess; Changeable Braids,

&c. &c. &c.

FANCY SOAPS AND OILS,

of every description; and all other articles

in his line as usual, such as he has been in the

habit of keeping. He has on hand some first rate

RAZORS,

That he can warrant, Shaving, Clothes, Hair

and Hat BRUSHES; Ladies' Pin Cushions,

with screws to fasten to their Work Tables.

Recollect, his CURLS are of the latest

and newest fashions, just received.

May 25, 1837.—21—31.

CHINN & GAINES

HAVE now received their entire Stock of

FANCY GOODS, and can offer to those

who wish to purchase, a very large assortment

of French worked single and double COTTONS

and CACES, HINTED LAINES, JACK-

NETS and MUSLINS, which will be sold low,

New Wholesale and Retail

Grocery Store

FRANCIS McLEAR

AND

PHILIP O'CONNELL

HAVE entered into Partnership in the

WHOLESALE AND RETAIL

GROCERY BUSINESS,

UNDER THE NAME OF

McLEAR & O'CONNELL.

At the North West Corner of Main and Main-

Cross Streets, a little below Keiser's Tavern,

and opposite Mr. Logan's Curing Shop.

Where they are now receiving a large & well

selected assortment of

GROCERIES.

Which they offer

very low for cash.

They are prepared to

receive and forward

Goods consigned to

their care, on as lib-

eral terms as any house in the City. They will

make liberal advances on goods consigned to

them. They have a House on Water Street,

close to where the Steam Cars stop, which will

serve drainage.

They have now on hand, and will continue

to keep a regular supply of SUPERFINE

FLOUR, manufactured by Mr. G. SNOOK,

the owner of Dupuy's celebrated Mills.

They have also made arrangements with a

celebrated manufacturer of STONE-WARE

at Mayville, to sell his Stone-Ware on com-

mission. They have now on hand several wa-

ron loads, well assorted which they offer on

liberal terms.

They respectfully solicit their friends and the

public to call and examine their stock. Mer-

chants from a distance will find it to their in-

terest to give them a call.

Lexington, May 6, 1837—19—31.

NEW GOODS.

M. E. BROWNING

IS RECEIVING HIS

NEW SPRING AND SUMMER GOODS.

His stock is large, and consists of almost ev-

ery article usually kept in dry good-

JABEZ BEACH.

AT his Coach Repository, has now on hand

four very fine COACHES, equal to any in the State, and

four very fine COACHES, equal to any in the State, and

BAROUCHES and BUGGIES, all of the first

quality, manufactured at New-Ark, New-Jersey,

which will be sold on the lowest terms.

Any person wishing a Carriage of any descrip-

tion, can by giving an order, have the same for-

warded from the manufacturers at New-Ark, free

of commission.

Lexington, Sept. 15, 1836—55—31

CHAUMIERE.

ONE OF THE HANDSOMEST

Improved places in Kentucky,

FOR SALE

In Jessamine County, 8 1/2 miles from Lex. for

THE Subscriber, offers for sale CHAUMIERE

M I E R E, his present residence, in Jessa-

mine Co. Ky, 8 1/2 miles South of Lexington; con-

taining 400 acres of Land improved by the late

Col. David Meade; as to soil and water, infer-

ior to none in the State, and attached thereto are

two good improvements.

Also—600 Acres, in Ohio co, unimproved.

Terms: One third, in hand—The balance in

one and two years.

The purchaser can have in the sale if wanted,

all the STOCK AND FARMING UTEN-

SILS such as are to be generally found on a

place of the size, and improved like Chaumiere

WM. ROBARDS.

March 2 1837.—9—31

LEXINGTON FIRE, LIFE, AND

MARINE

Insurance Company

Chartered by the Legislature of Kentucky in

March last.

CAPITAL.

300,000 Dollars!

THIS COMPANY will insure Buildings,

(Continued from First Page.)
a m, arrive at Manchester next day by 8 p m.
Leave Manchester every Saturday at 5 p m, arrive at Richmond every Monday by 5 p m.
3263. From Richmond by Slaughter's Salt Works and Mount Vernon, to Somerset 55 miles and back once a week.
Leave Richmond every Thursday at 6 a m, arrive at Somerset next day by 12 noon.
Leave Somerset every Friday at 2 p m, arrive at Richmond next day by 8 p m.
Service is to commence on the 1st July, 1838.
3264. From Perry C. H. to Manchester, 40 miles and back once a week.
Leave Perry C. H. every Tuesday at 12 noon, arrive at Manchester next day by 3 p m.
Leave Manchester every Wednesday at 4 p m, arrive at Perry C. H. next day by 7 p m.
3265. From Perry C. H. by Carr's Fork, Brashersville, Poor Fork, Turkey Cove and Stone Gap, to Estillville, Va., 75 miles and back once a week.
Leave Perry C. H. every Saturday at 6 a m, arrive at Estillville next day by 6 p m.
Leave Estillville every Monday at 6 a m, arrive at Perry C. H. next day by 6 p m.
3266. From London by Diana to Manchester, 21 miles and back twice a week.
Leave London every Wednesday and Friday at 6 a m, arrive at Manchester same days by 3 p m.
Leave Manchester every Thursday and Saturday at 6 a m, arrive at London same days by 3 p m.
3267. From London by Whitley C. H. and Clear Fork to Jacksboro', Tenn., 63 miles and back once a week.
Leave London every Sunday at 6 a m, arrive at Jacksboro' next day by 5 p m.
Leave Jacksboro' every Thursday at 6 a m, arrive at London next day by 5 p m.
3268. From Cumberland Ford by Harlan C. H. to Jonesville, Va., 51 miles and back once a week.
Leave Cumberland Ford every Monday at 6 a m, arrive at Jonesville next day by 11 a m.
Leave Jonesville every Thursday at 1 p m, arrive at Cumberland Ford next day by 6 p m.
3269. From Somerset by Faris Coal Mines and Mouth of Laurel to Rockholts, 46 miles and back once a week.
Leave Somerset every Thursday at 6 a m, arrive at Rockholts next day by 11 a m.
Leave Rockholts every Friday at 1 p m, arrive at Somerset next day by 6 p m.
Service is to commence on the 1st July, 1838.
3270. From Monticello by Jellico and Whitley C. H. to Barboursville and back, once a week, 74 miles.
Leave Monticello every Friday at 6 a m, arrive at Barboursville next day by 6 p m.
Leave Barboursville every Sunday at 6 a m, arrive at Monticello next day by 6 p m.
3271. From Monticello by Van Winkles to Jamestown, Tennessee, 35 miles and back, once a week.
Leave Monticello every Thursday at 5 a m, arrive at Jamestown same day by 7 p m.
Leave Jamestown every Friday at 5 a m, arrive at Monticello same day by 7 p m.
Service is to commence on the 1st July, 1838.
3272. From Jamestown by Creelsburg to Burkesville, 25 miles and back, once a week.
Leave Jamestown every Friday at 6 a m, arrive at Burkesville same day by 3 p m.
Leave Burkesville every Thursday at 7 a m, arrive at Jamestown same day by 4 p m.
Service is to commence on the 1st July, 1838.
3273. From Burkesville by Hanover, Kettle Creek, Mouth of Obel River, Salina, Tenn., Butler's and Meigsville to Ganesboro', 50 miles and back once a week.
Leave Burkesville every Wednesday at 6 a m, arrive at Ganesboro' next day by 11 a m.
Leave Ganesboro' every Thursday at 1 p m, arrive at Burkesville next day by 6 p m.
Service is to commence on the 1st July, 1838.
3274. From Columbia by Creelsburg and Seventy-six to Elliott's Cross Roads, 30 miles and back, once a week.
Leave Columbia every Monday at 4 a m, arrive at Elliott's Cross Roads same day by 9 p m.
Leave Elliott's Cross Roads every Saturday at 4 a m, arrive at Columbia same day by 9 p m.
3275. From Columbia by Breedings, Burkesville and Pauli to Elliott's Cross Roads, 52 miles and back, once a week, return by Crocus creek.
Leave Columbia every Monday at 6 a m, arrive at Elliott's Cross Roads next day by 12 m.
Leave Elliott's Cross Roads every Tuesday at 1 p m, arrive at Columbia next day by 7 p m.
3276. From Columbia by Nuttsville to Liberty, 29 miles and back, once a week.
Leave Columbia every Wednesday at 6 a m, arrive at Liberty same day by 4 p m.
Leave Liberty every Tuesday at 6 a m, arrive at Columbia same day by 4 p m.
3277. From Bardstown by Loretto to Lebanon, and return by Raywick, Rolling Fork, and New Haven to Bardstown, equal to 35 miles and back, once a week.

Leave Bardstown every Tuesday at 6 a m, arrive at Lebanon next day by 12 m.
Leave Lebanon every Wednesday at 2 p m, arrive at Bardstown next day by 8 p m.
3278. From High Grove by Fairfield, Bloomfield, and Chaplin to Harrodsburgh, 33 miles and back once a week.
Leave High Grove every Wednesday at 5 a m, arrive at Harrodsburgh same day by 7 p m.
Leave Harrodsburgh every Thursday at 5 a m, arrive at High Grove same day by 6 p m.
3279. From Elizabethtown by Hodgenville, Summersville, Greensburg, and Haskinsville, to Columbia, 58 miles and back, twice a week in stages.
Leave Elizabethtown every Tuesday and Saturday at 3 a m, arrive at Columbia same day by 9 p m.
Leave Columbia every Monday and Friday at 3 a m, arrive at Elizabethtown same days by 9 p m.
3280. From Elizabethtown by Stevensburgh, Litchfield, Morgantown, and Berry's Lick, to Russellville, 90 miles and back, once a week.
Leave Elizabethtown every Thursday at 1 p m, arrive at Russellville every Saturday by 8 p m.
Leave Russellville every Tuesday at 5 a m, arrive at Elizabethtown every Thursday by 12 m.
3281. From Elizabethtown by Howells Springs, Little York, Brandenburg, and Boonsport to Fredonia, Indiana, 55 miles and back, once a week.
Leave Elizabethtown every Wednesday at 6 a m, arrive at Fredonia next day by 12 m.
Leave Fredonia every Thursday at 1 p m, arrive at Elizabethtown next day by 7 p m.
3282. From Manfordsville by Horsewell, Glasgow, Merry Oaks, and Cool Spring, to Bowling Green, 51 miles and back three times a week in four-horse post coaches.
Leave Manfordsville every Monday, Wednesday, and Friday at 5 a m, arrive at Glasgow same day by 12 noon, and at Bowling Green same days by 7 p m.
Leave Bowling Green every Tuesday, Thursday, and Saturday at 5 a m, arrive at Glasgow same days by 12 noon, and at Manfordsville by 7 p m.
3283. From Greensburg by Etna Fountain, Powder Mills, Glenn Brook, Munfordsville, and Miderstown to Litchfield, 60 miles and back once a week.
Leave Greensburg every Monday at 6 a m, arrive at Litchfield next day by 5 p m.
Leave Litchfield every Wednesday at 6 a m, arrive at Greensburg next day by 5 p m.
3284. From Monroe by Horsewell and Prewett's Knob, to Three Forks, 22 miles and back once a week.
Leave Monroe every Wednesday at 5 a m, arrive at Three Forks same day by 12 noon.
Leave Three Forks every Wednesday at 1 p m, arrive at Monroe same day by 8 p m.
3285. From Glasgow by Lewis, Scottsville, Belvidere, Te., Gallatin, and Hendersonville to Nashville, 83 miles and back three times a week in four-horse post coaches.
Leave Glasgow every Monday, Wednesday, and Friday at 1 p m, arrive at Nashville next days by 5 p m.
Leave Nashville every Monday, Wednesday, and Friday at 8 a m, arrive at Glasgow next days by 12 noon.
3286. From Glasgow by Face's, Edmonson, and Marrow Bone, to Burkesville, 40 miles and back twice a week.
Leave Glasgow every Monday and Friday at 1 p m, arrive at Burkesville next days by 8 p m.
Leave Burkesville every Wednesday and Sunday at 4 a m, arrive at Glasgow next days by 12 noon.
3287. From Glasgow by Rocky Hill, Ferguson's Store, Peter's Creek, Tompkinsville, and Centre Point, to Marrow Bone, and return by way of Tompkinsville, Hughes's, Peter's Creek, and Rocky Hill to Glasgow, equal to 58 miles and back once a week.
Leave Glasgow every Monday at 12 p m, arrive at Marrow Bone next day by 5 p m.
Leave Marrow Bone every Wednesday at 8 a m, arrive at Glasgow next day by 12 noon.
3288. From Tompkinsville by Lourey's Store and Dunn's Cross Roads, Te., to Gallatin, 45 miles and back once a week.
Leave Tompkinsville every Monday at 6 a m, arrive at Gallatin next day by 5 p m.
Leave Gallatin every Wednesday at 6 a m, arrive at Tompkinsville next day by 5 p m.
Service is to commence on the 1st July, 1838.
3289. From Tompkinsville by John Meadow's, on the east fork of Barren river, John Meadow's on Salt Lick of Barren river, and Cooper's, to Gallatin, Te., 45 miles and back once a week.
Leave Tompkinsville every Thursday at 6 a m, arrive at Gallatin next day by 5 p m.
Leave Gallatin every Saturday at 6 a m, arrive at Tompkinsville next day by 5 p m.
Service is to commence on the 1st July, 1838.
3290. From Scottsville by Carpenter's Mills, Hickory Flat, Franklin, and Hague to Russellville, 44 miles and back once a week.
Leave Scottsville every Thursday at 5 a m, arrive at Russellville same day by 9 p m.
Leave Russellville every Wednesday at 5 a m, arrive at Scottsville same day by 9 p m.
3291. From Scottsville by Allen's

Springs, to Bowling Green, 25 miles and back once a week.
Leave Scottsville every Saturday at 7 a m, arrive at Bowling Green same day by 4 p m.
Leave Bowling Green every Friday at 7 a m, arrive at Scottsville same day by 4 p m.
Service is to commence on the 1st July, 1838.
3292. From Bowling Green, by Franklin, McCreary's, Te., Mulloy's Tyree Springs, Mansker's Creek, and Pleasant Hill to Nashville, 60 miles and back daily in four-horse post coaches.
Leave Bowling Green daily at 4 a m, arrive at Nashville same day by 7 p m.
Leave Nashville daily at 6 a m, arrive at Bowling Green same day by 9 p m.
Separate proposals are invited to carry this mail at the rate of not less than four miles per hour running time, and for any greater speed that may be offered in vehicles constructed according to a model to be prescribed by the department, in which the mails shall be secured under lock and key, with the privilege of carrying three passengers only, in seats made for the purpose on the outside.
3293. From Bowling Green by South Union, Russellville, Adairsville, and Springfield, Te., to Nashville, 78 miles and back three times a week in four-horse post coaches.
Leave Bowling Green every Tuesday, Thursday, and Saturday at 3 a m, arrive at Russellville same days by 10 a m, and at Nashville same days by 10 p m.
Leave Nashville every Monday, Wednesday, and Friday at 3 a m, arrive at Russellville same days by 2 p m, and at Bowling Green every Tuesday, Thursday, and Saturday by 10 p m.
Proposals are invited for the transportation of the mail daily between Bowling Green and Russellville, when navigation in the Ohio river is obstructed by ice.
3294. From Bowling Green by Locust Forest, Morgantown, Harford Panthers Creek, and Owensboro', to Rockport, Indiana, 84 miles and back once a week.
Leave Bowling Green every Wednesday at 10 a m, arrive at Rockport every Friday by 12 noon.
Leave Rockport every Friday at 1 p m, arrive at Bowling Green every Sunday by 3 p m.
3295. From Dripping Spring by Canoeon Springs, Brownsville, Litchfield, Hudsonville, Hardinsburg, and Stevensport to Rome, Indiana, 72 miles and back once a week.
Leave Dripping Spring every Monday at 6 a m, arrive at Rome next day by 6 p m.
Leave Rome every Saturday at 6 a m, arrive at Dripping Spring next day by 5 p m.
3296. From Hardinsburg by Planers Hall, Green's Mount Pleasant, Harford, Lewisburg, Greenville, and McKimney's Mills to Hopkinsville and back, once a week, 95 miles.
Leave Hardinsburg every Sunday at 6 a m, arrive at Hopkinsville every Tuesday by 1 p m.
Leave Hopkinsville every Wednesday at 2 p m, arrive at Hardinsburg every Friday by 8 p m.
3297. From Cloverport by Greene's, Caneyville and Rough Creek Falls to Brownsville, 57 miles and back once a week.
Leave Cloverport every Thursday at 6 a m, arrive at Brownsville next day by 5 p m.
Leave Brownsville every Tuesday at 5 a m, arrive at Cloverport next day by 5 p m.
Service is to commence on the 1st July, 1838.
3298. From Cloverport by Haynesville, Taylor's Mills, Pleasant Grove and Harford to Worthington, 51 miles and back once a week.
Leave Cloverport every Wednesday at 7 a m, arrive at Worthington next day by 12 noon.
Leave Worthington every Thursday at 1 p m, arrive at Cloverport next day by 6 p m.
Service is to commence on the 1st July, 1838.
3299. From Hawesville to Nottsville, 20 miles and back once a week.
Leave Hawesville every Thursday at 5 a m, arrive at Nottsville same day by 11 a m.
Leave Nottsville every Thursday at 1 p m, arrive at Hawesville same day by 7 p m.
Service is to commence on the 1st July, 1838.
3300. From Hawesville to Viles, 15 miles and back once a week.
Leave Hawesville every Thursday at 7 a m, arrive at Viles same day by 12 noon.
Leave Viles every Thursday at 1 p m, arrive at Hawesville same day by 6 p m.
Service is to commence on the 1st July, 1838.
3301. From Hartford to Peyton's, 15 miles and back once a week.
Leave Hartford every Monday at 7 a m, arrive at Peyton's same day by 12 noon.
Leave Peyton's every Monday at 1 p m, arrive at Hartford same day by 6 p m.
Service is to commence on the 1st July, 1838.
3302. From Greenville, by Mill Port, Brecken, Warington, Runsey and Long Falls Creek to Owensboro', 55 miles and back once a week.
Leave Greenville every Thursday at 6 a m, arrive at Owensboro, next day by 9 a m.
Leave Owensboro' every Friday at 4 p m, arrive at Greenville next day by 7 p m.
3303. From Greenville to Elkton, 21 miles and back once a week.
Leave Greenville every Monday at 6

a m, arrive at Elkton same day by 5 p m.
Leave Elkton every Tuesday at 6 a m, arrive at Greenville same day by 5 p m.
3304. From Russellville by Allensville, Hadesville and Graysville to Clarksville, Tenn., 35 miles and back three times a week in four-horse post coaches.
Leave Russellville every Tuesday, Thursday, and Saturday at 11 a m, arrive at Clarksville same days by 8 p m.
Leave Clarksville every Monday, Wednesday, and Friday at 5 a m, arrive at Russellville same days by 2 p m.
3305. From Russellville by Elkton, Hopkinsville, Oakland, Princeton, Fredonia, Midway and Salem to Smithland, 101 miles and back three times a week in four-horse post coaches.
Leave Russellville every Tuesday, Thursday, and Saturday at 11 a m, arrive at Hopkinsville same days by 7 p m, and at Smith and next days by 9 p m.
Leave Smithland every Sunday, Tuesday and Thursday at 3 a m, arrive at Hopkinsville next day by 6 a m, and at Russellville Monday, Wednesday, and Friday by 2 p m.
Proposals are invited for the transportation of the mail daily between Russellville and Hopkinsville, when navigation in the Ohio river is obstructed by ice.
3306. From Russellville, by Greenville, McNary's, Madisonville, Providence, Carlo, Bordley, and Sulphur Springs, to Morganfield, 97 miles and back twice a week in stages. One of the weekly trips to be performed by way of Providence and Bordley, and one by way of Carlo and Sulphur Springs.
Leave Russellville every Monday and Friday at 3 p m, arrive at Morganfield every Wednesday and Sunday by 9 p m.
Leave Morganfield every Tuesday and Sunday at 4 a m, arrive at Russellville every Thursday and Tuesday by 10 a m.
3307. From Elkton, by Pembroke and Trenton, to Graysville, 22 miles and back once a week; also from Elkton to Trenton, 10 miles and back once a week.
Leave Elkton every Wednesday at 5 a m, arrive at Graysville same day by 11 a m.
Leave Graysville every Wednesday at 1 p m, arrive at Elkton same day by 7 p m.
Additional mail between Elkton and Trenton:
Leave Elkton every Saturday at 11 a m, arrive at Trenton same day by 14 p m.
Leave Trenton every Saturday at 2 p m, arrive at Elkton same day by 4 p m.
3308. From Elkton, by Hopper's Tan Yard, Fruit Hill, Harris's Tan Yard, and Clark's, to Madisonville, 51 miles and back once a week.
Leave Elkton every Monday at 6 a m, arrive at Madisonville next day by 8 a m.
Leave Madisonville every Saturday at 1 p m, arrive at Elkton next day by 5 p m.
3309. From Hopkinsville, by Oak Grove, Clarksville, Te., Fredonia, Mount Henry, and Lowe's to Nashville, 40 miles and back three times a week in four-horse post coaches.
Leave Hopkinsville every Monday, Wednesday, and Friday at 6 a m, arrive at Nashville same days by 12 noon.
Leave Nashville every Tuesday, Thursday, and Saturday at 1 a m, arrive at Hopkinsville same days by 7 p m.
3310. From Hopkinsville, by Mantua, Lafayette, and Green Tree Grove, Te., to Dover, 35 miles and back once a week.
Leave Hopkinsville every Wednesday at 6 a m, arrive at Dover same day by 5 p m.
Leave Dover every Thursday at 6 a m, arrive at Hopkinsville same day by 5 p m.
3311. From Hopkinsville, by New Design, Cadiz, Caron, and Penticost, to Wadesboro', 49 miles and back three times a week in stages.
Leave Hopkinsville every Wednesday, Friday, and Sunday at 2 a m, arrive at Wadesboro' same days by 10 p m.
Leave Wadesboro' every Sunday, Tuesday, and Thursday at 2 a m, arrive at Hopkinsville same days by 10 p m.
Proposals are invited for the transportation of the mail, daily, when navigation in the Ohio river is obstructed by ice.
3312. From Hopkinsville, by William's to Madisonville, 34 miles and back once a week.
Leave Hopkinsville every Monday at 6 a m, arrive at Madisonville next day by 8 a m.
Leave Madisonville every Tuesday at 1 p m, arrive at Hopkinsville next day by 1 p m.
3313. From Princeton to Eddyville, 12 miles and back three times a week in stages.
Leave Princeton every Monday, Wednesday, and Friday at 8 a m, arrive at Eddyville same days by 11 a m.
Leave Eddyville every Monday, Wednesday, and Friday at 3 p m, arrive at Princeton same days by 6 p m.
3314. From Princeton, by White's Mills and McGarry's, to Madisonville, 28 miles and back once a week.
Leave Princeton every Monday at 6 a m, arrive at Madisonville same day by 5 p m.
Leave Madisonville every Sunday at 6 a m, arrive at Princeton same day by 5 p m.
3315. From Princeton to Cadiz, 20 miles and back once a week.
Leave Princeton every Wednesday at 19 a m, arrive at Cadiz same day by 6 p m.
Leave Cadiz every Tuesday at 10 a m, arrive at Princeton same day by 6 p m.
3316. From Eddyville, by Collier's Mills, Wadesboro', Williston, Chitten-

den, and McGowan's Te., to Paris, 60 miles and back once a week.
Leave Eddyville every Thursday at 10 a m, arrive at Paris next day by 2 p m.
Leave Paris every Saturday at 10 a m, arrive at Eddyville next day by 2 p m.
3317. From Fredonia by Willow Grove, Camp Creek, and Cypress to Morganfield, 39 miles and back once a week.
Leave Fredonia every Thursday at 6 a m, arrive at Morganfield same day by 3 p m.
Leave Morganfield every Friday at 4 a m, arrive at Fredonia same day by 4 p m.
3318. From Fredonia by Cross Keys and Patton's Retreat to Equality, Ill., 46 miles and back twice a week.
Leave Fredonia every Sunday and Thursday at 4 a m, arrive at Equality same days by 9 p m.
Leave Equality every Monday and Friday at 4 a m, arrive at Fredonia same days by 9 p m.
3319. From Salem by Berry's Ferry to Golconda, Ill., 16 miles and back once a week.
Leave Salem every Wednesday at 10 a m, arrive at Golconda same day by 2 p m.
Leave Golconda every Wednesday at 3 p m, arrive at Salem same day by 7 p m.
3320. From Smithland by Wythe to Wadesboro', 33 miles and back once a week.
Leave Smithland every Sunday at 6 a m, arrive at Wadesboro' same day by 6 p m.
Leave Wadesboro' every Monday at 6 a m, arrive at Smithland same day by 6 p m.
3321. From Smithland by Paducah, Wilmington, and Humphrey's Creek to Caladonia, Ill., and back three times a week between Smithland and Paducah 15 miles, and once a week the residue of the route, 33 miles.
Leave Smithland every Monday, Thursday, and Saturday at 5 a m, arrive at Paducah same days by 10 a m.
Leave Paducah every Monday, Wednesday, and Sunday at 12 noon, arrive at Smithland same days by 5 p m.
Leave Paducah every Thursday at 11 a m, arrive at Caladonia next day by 3 p m.
Leave Caladonia every Saturday at 11 a m, arrive at Paducah next day by 3 p m.
3322. From Wadesboro' by Bremen, Mayfield, Dublin, and Clinton to Columbus, 55 miles and back three times a week in stages.
Leave Wadesboro' every Monday, Thursday, and Saturday at 2 a m, arrive at Columbus same days by 10 p m.
Leave Columbus every Monday, Wednesday, and Saturday at 2 a m, arrive at Wadesboro' same days by 10 p m.
Proposals are invited for the transportation of the mail, daily, when navigation in the Ohio river is obstructed by ice.
3323. From Wadesboro' by Belgrade and Humility to Mouth of Sandy, 27 miles and back once a week.
Leave Wadesboro' every Sunday at 5 a m, arrive at Mouth of Sandy same day by 6 p m.
Leave Mouth of Sandy every Saturday at 5 a m, arrive at Wadesboro' same day by 6 p m.
Service is to commence on the 1st July, 1838.
3324. From Mayfield by Commerceville, Felicity, Arlington, Morrisville, and Moscow to Mills Point, 46 miles and back once a week.
Leave Mayfield every Tuesday at 6 a m, arrive at Mills Point next day by 12 noon.
Leave Mills Point every Thursday at 6 a m, arrive at Mayfield next day by 12 noon.
3325. From Paducah by Lovelaceville, Wilson's Creek, Mayfield, Pleasant Hill, Eaker's Mills, Marion, Tenn., Naples, Ky., Pleasant View, Tenn., to Paris 74 miles and back once a week.
Leave Paducah every Monday at 4 a m, arrive at Paris every Wednesday by 12 noon.
Leave Paris every Thursday at 10 a m, arrive at Paducah every Saturday by 6 p m.
3326. From Columbus by Clinton and Felicity to Paris, Tenn., 61 miles and back once a week.
Leave Columbus every Tuesday at 6 a m, arrive at Paris next day by 6 p m.
Leave Paris every Thursday at 6 a m, arrive at Columbus next day by 6 p m.
3327. From Columbus to Mills Point 18 miles and back once a week.
Leave Columbus every Saturday at 1 p m, arrive at Mills Point same day by 8 p m.
Leave Mills Point every Saturday at 5 a m, arrive at Columbus same days by 12 noon.
Service is to commence on the 1st July, 1838.
3327. From Felicity by Dukeston, Tenn., and Harmony to Dresden, 22 miles and back once a week.
Leave Felicity every Tuesday at 11 a m, arrive at Dresden same day by 6 a m.
Leave Dresden every Wednesday at 6 a m, arrive at Felicity same day by 3 p m.
NOTES.
1. Each route must be bid for separately. The route, the sum, the mode of service, and the residence of the bidder, should be distinctly stated in each bid.
2. No proposal will be considered unless it be accompanied by a guaranty signed by one or more responsible persons, in the following form, viz: "The undersigned guaranty that if his bid for carrying the mail from _____ to _____ be accepted by the Postmaster General shall enter into an obligation prior to the first day of March next, with good and sufficient securities, to perform the service proposed."
3. This should be accompanied by the certificate of a Postmaster, or other equivalent testimony, that the guaranties are men of property, and able to make good their guaranty.
4. This guaranty being required by law, no exemption can be allowed in favor of old contractors, rail-road companies, or any other companies or persons whatever.
5. The distances, as stated in this advertisement, are believed to be substantially correct; but the bidder will inform himself on that point, as no increased pay will be allowed for any difference when the places are named correctly.
6. The schedules are arranged so as to allow seven minutes to each post office for opening and closing mails generally, and one hour to the distributing post office; but the Postmaster General may extend the time on allowing like extension to the contractors.
7. The Postmaster General may alter the schedule, and alter the route, he allowing a pro rata increase of compensation for any additional service required, and for any increased speed,

when the employment of additional stock or carriers is required.
8. He may discontinue, or curtail the service, whenever he shall consider it expedient to do so, he allowing one month's extra pay on the amount dispensed with.
9. He may impose fines for failure to take or deliver a mail, or any part of a mail; for suffering the mail to be injured, wet, lost, or destroyed; and may exact a forfeiture of the pay of the trip, whenever the trip is lost, or the mail arrives so far behind a schedule time as to lose connexion with a depending mail.
10. He may annul the contract for repeated failures to perform any of the stipulations, for refusing to discharge a carrier when requested, for violating the Post Office laws, for disobeying the instructions of the department, or for assigning a contract without the previous consent of the Postmaster General.
11. If the contractor shall run a stage or other vehicle more rapidly or more frequently than he is required by the contract to carry the mail, he shall give the same increased celerity and economy to the mail, and without increase of compensation.
12. Contractors on stage and coach routes, shall, in the conveyance of passengers, give a preference to those who are brought in the connecting mail lines, over those traveling in any other; so that connecting mail stage routes shall form continuous travelling lines.
13. On routes where the mail is transported in stages, and the present contractor shall be superseded by another bidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of the stage horses and property as may be suitable for the service, at a fair valuation, and make payment therefor by reasonable instalments. Should they not agree as to the suitability of the property, the terms of the contract, or the person who may appoint a third, and their decision shall be final, or the Postmaster General will name the umpire. This will be made a condition of any bid under that of a present contractor; and should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposal of the underbidder will be accepted unconditionally.
14. The Postmaster General is prohibited by law from making contracts for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons; or who shall have made any agreement, or shall have given or performed, or proposed to give, or perform, any consideration to do, or not to do, any thing whatever to induce any other not to bid for a mail contract.
15. On post coach and stage routes where that kind of transportation is sometimes difficult, proposals will be received for carrying the mails on horse-back, in wagons, or on mules, for a specified number of months, weeks, or days in each year; but no such proposals will be considered unless they be accompanied by a stipulation for the stipulated fee in the proposals, and embraced in the contract.
16. The proposals should be sent to the Department sealed, endorsed "Mail proposals in the State of _____" and addressed to the First Assistant Postmaster General, S. R. Hobbs.
AMOS KENDALL,
POST OFFICE DEPARTMENT,
June 6, 1837.
APPENDIX.
Proposals are also invited for supplying the following offices, at a sum to be named, and subject to the condition of not exceed the net proceeds of the office.
IN KENTUCKY
Bardonia to be supplied from Lebanon, 8 miles and back once a week.
Currey's to be supplied from Wilsonville, 5 miles and back once a week.
Grass Hill to be supplied from Chert, 6 miles and back once a week.
High's Store to be supplied from Keene, 7 miles and back once a week.
Keyburg to be supplied from Marcus, 4 miles and back once a week.
Martinville to be supplied from Allen's Springs, 6 miles and back once a week.
McGee's Mills to be supplied from Taylorsville, 6 miles and back once a week.
Miller's Mills to be supplied from Oak Grove, 7 miles and back once a week.
Reynolds's to be supplied from Bradfordsville, 12 miles and back once a week.
Salmon to be supplied from Lebanon, 15 miles and back once a week.
Terre Sals to be supplied from Manchester, 6 miles and back once a week.
Wilsonville to be supplied from Suckleyville, 12 miles and back once a week.
TO THE AFFLICTED.
WM. ADAIR'S
UNRIVALLED PATENT-RIGET
TRUSS.
THAT the undersigned has, and can effectually cure the Hernia, Ruptures, or what is commonly called Blisters, reference need only be made to the following gentlemen, who have given certificates to the effect that they have been entirely cured by the application of my Truss.
George Crow, 62 years, Fleming county, Ky.
Isiah Plummer, do do.
John Moore's Negro man, Cynthiana.
A. Symes, Nicholas county.
Jas. Miller's black boy, Nicholas county.
Calch Redden, Mason county.
John Jacobs, 33 years, Maysville, Ky.
Jas. Indow 63 years, Fleming county.
T. David Clark's two sons, Mason county.
William Wilson, ibid.
Rolla Porter's black man, 40 years, Fleming county.
Mrs. Fumis' black boy Fayette county.
Jno. Story, 62 years, Georgetown Ky.
Mollett's son, Washington county.
Jas. Whaley's black man, Bourbon county.
Widow De Bell's son, Fleming county.
—Cahill's son, Mason county.
The above cases have all been cured, their ages varying from 4 to 68. The original certificates can at any time be seen in my possession.
Letters addressed to me at Shawnee Run P. O., Mercer county, Ky., post paid, will be attended to as soon as the nature of the case will admit. I will also sell rights to Counties or States.
June 17, 1837—25—ly, WM. ADAIR.
VALUABLE CITY PROPERTY
FOR SALE.
I OFFER for sale my late residence in the City of Lexington, containing 38 ACRES, and situated directly west of the Courthouse, and bounded by the Main Cross street, being near the hundred poles on said road. The improvements are valuable; consisting of a commodious and comfortable Dwellinghouse, Kitchen, Meat-house, &c., all of brick, and new; a good Stable, Corn crib, &c.; within 15 feet of the house is a well of never-failing water, with a Pump, if there is ever a drought. I will sell the house with or without the land, and the balance in two or more lots if desired. Possession can be had immediately. Apply to the undersigned, adjoining premises.
JAMES L. HICKMAN,
Lexington, March 24, 1837. 12-4